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OPINIONS ON SHIP DUELS

What the Challenge of the British Ship Bonne Citovenne Led to Ultimately.

Written for The Star. "If I were not afraid of offending the delicate sensibilities of the caterer of the mess," remarked the captain of marines, as he toyed with his after-dinner coffee, "I should say that we had a pretty poor din-

ner today." "That's it,' replied the officer who officiated in the capacity referred to, "and I believe that some of the men forward were growling about their grub today also. Why, do you know, sir, that we live better in the navy now-forward and aft-than in any other navy in the world, and better than we ever did before in our own service? Take the case of the men.

"The ration for each man as fixed by law of Congress in 1801 provided that he should have to sustain him on Sunday-a feast day-one and one-quarter pounds of salt beef, salt horse, the sallors call it, and salt horse it sometimes doubtless was-fourflour, one-quarter pound of suet and one-half pint of spirits. On Monday he got a pound of pork instead of beef and one-half pint of peas instead of flour and suet. Pork one-quarter pound of pork instead of beef and one-half pint of peas instead of flour and suet. Pork one-project of the passed out by the forts the messenger arrived with Broke's challenge. What followed is a matter of history." and beef alternated, except on Friday, when he got no meat at all, but had four ounces of cheese and two ounces of butter in-

mutiny if the rum was bad. And think of it! Every day of their lives the sallors drank, as a matter of course, half a pint of flery rum, and on special occasions and you been in the place of Lawrence at Batter of the sallors with the sallors of t holidays, or when the captain was feeling good natured, an extra grog was ordered good natured, an extra grog was ordered to be served out—they drank a pint of the liquor and thought no more of it than the modern sailor would think of a cup of coffee. Coffee and tea, by the way, were unheard-of and undreamed-of luxuries in those days on board a man-of-war, at least before the mast, and were right sparingly used abaft it.

"I would have gone into that harbor and pulled Green out by the hair. I would have gone into that harbor and pulled Green out by the hair. I would have gone into that harbor and pulled Green out by the hair. I would have gone into that harbor and pulled Green out by the hair. I would have gone into that harbor and pulled Green out by the hair. I would have gone into that harbor and pulled Green out by the hair. I would have gone into that harbor and pulled Green out by the hair. I would have gone into that harbor and pulled Green out by the hair. I would have gone into that harbor and pulled Green out by the hair. I would have gone into that harbor and pulled Green out by the hair. I would have gone into that harbor and pulled Green out by the hair. I would have gone into that harbor and pulled Green out by the hair. I would have taken him, sir, neutral harbor though it was, just as in the same harbor in 1864 Collins, with the Wachusett, captured the confeduration of the Brazilian warship which had anchored between ingly used abaft it.

Present Day Contrast.

"Contrast the ration given above-the amount of which provided for a whole day's sustenance, mind you-with a day's fare taken at random from the bill of fare of a training ship of these days cruis ig in

foreign waters. I will read: " 'December 31, at sea-Breakfast: Corned beef hash, fresh bread, oranges, coffee. Din-ner: Beef pie, lima beans, fresh bread, coffee. Supper: Gingerbread, hot biscuits, but-ter and tea.' And the men are allowed all they want; and with their coffee and tea they have sugar and milk. "On Christmas day I see the same ship had for its bill of fare, for breakfast, beef

MONEY AT 3 PER CENT stew, bread and coffee; for dinner, roast turkey with cranberry sauce, cold ham, baked sweet potatoes, boiled onlong apple onade; for supper, cold meat, potato salad, fresh bread and tea.

"Why, in the days when Farragut and Porter and those old heroes were young lieutenants no commodore in the navy kept such a mess at sea as is now found before the mast on board an American man-of-war. The fare of the officers was only a trifle better than that of the men, and I have shown you what that was—salt beef, salt pork, hard bread and rum. —salt beef, salt pork, hard bread and rum. Maybe the captain or the commodore had a pig on board which, when slaughtered, gave the cabin and the ward room a taste of fresh pork, and probably he carried along a few hens so that now and then he might have an egg for breakfast and now and then a roast fowl. But these were luxuries which were ephemeral and occasional, and most of the time it was the same old round for the captain of the ship and the captain for the captain of the ship and the captain of the top—salt beef, salt pork, hard bread and rum. The commodore was allowed to eat more and drink more than the foremast hand-that was the only differ-

Grand Turk and American. "Sallors dwell together like lambs until the food question is raised," said the navigator; "let us change the subject. I see that, after delaying it as long as he could, the Sultan of Turkey has at last received you know the first American official ever received at the sultan's court was a naval officer — Commodore Bainbridge — and the grand Turk received him out of sheer curiosity, never having heard of such a people as the Americans before, much less seen

one of the strange breed?
"That was in the early part of the nine-teenth century and Bainbridge had gone to Constantinople bearing a tribute from the Bey of Algiers, who then accounted him-self our lord and master. Bainbridge was then obliged to sail from Algiers flying the Algerian flag, but after he got to sea he hauled it down and hoisted the American ensign. When his ship dropped anchor in front of Constantinople, a Turkish official, gorgeously dressed, came alongside and de-

manded to know what ship it was. 'The frigate George Washington, from the United States, was the reply. The of-ficial went ashore, and, after a conference with the authorities, came back and very politely welcomed Bainbridge to the Turk-ish capital, but remarked that he had consulted many members of the government and no one of them had ever heard of such a country as the United States before. Would the captain be kind enough to state more clearly where he came from and what country he represented.

"Bainbridge was nonplussed for a min-ute, but finally explained that he came from 'the new world—the one that Colum-bus discovered.' Oh, yes, the official had heard about Columbus and the new world! He would make report to his government. "The news spread through Turkish government circles that Christopher Columbus had arrived in port, but the harbor master said: 'No, it was not Christopher Columbus who had arrived, but his friend George Washington.' Anyway, they sent on a lamb and a bunch of flowers to the strange ship as tokens of peace and welcome and the next day the sultan summoned Bainbridge

to his august presence.
"Bainbridge went in state and was re-"Bainbridge went in state and was received with honors by the imperial polygamist who then held down the throne of Ottoman. By this time the sultan had learned that the stranger officer was not Columbus nor yet that unknown friend of the discoverer, George Washington. Nevertheless, he was intensely interested in these barbarians from beyond the seas and Zainbridge spent an hour delivering a lecture on the United States, in which, you may be sure, he made the eagle scream. But he must have left out some important facts, after all, for the sultan is recorded as havafter all, for the sultan is recorded as hav-

ing remarked:

"Your flag, like my own, is decorated with one of the heavenly bodies. I consider this a good omen for our future friendly intercourse. It is most probable that we have many affinities in laws, religion and manners," Battles Under Challenge.

he would pledge his honor not to fire a gun. If it would make Capt Green feel easier, he would agree to sail away out of sight before the fight began and would not return until it was decided. Even then the British captain refused the combat, and finally Bainbridge sailed away in the Constitution, leaving the Hornet behind. But the British captain still refused to fight, and after blockading him until he got tired

Lawrence departed. "Poor Lawrence! Defeat and death were in that challenge, and though he made de-feat and death glorious, defeat and death it was, just the same. The news that a Brit-ish captain had refused a challenge from an American captain to fight a ship of an equal size spread rapidly through the royal navy and you may be sure there were captains bearing his majesty's commission who were only too anxious to take up the gage refused by the captain of the Bonne Citoyenne.

Honor at Stake.

"The prestige of the British navy was at stake, and so, when, six months later, the same Constitution was lying in Boston and the same Lawrence was also there in command of the Chesapeake, there appeared before the harbor a British squadron, consisting of the frigate Shannon, under Capt. Broke, and some smaller consorts. Broke sent his consorts away and then landed an American prisoner at Marblehead with a challenge to Lawrence to come out and

fight.
"While the released prisoner was making his way to Boston the Shannon sailed into the very jaws of Boston harbor, flaunting her flags in the face of the forts. This was challenge enough for Lawrence, and, although the Chesapeake was far from ready for sea, he hastily collected a crew, im-

lowed is a matter of history."
"What would you have done had you been in the place of Lawrence?" asked a young lieutenant. which occurred every day—fourteen ounces of one and a half-pint of the other.

"The ship's bread was generally weevily sort of discipline," replied the executive and bad, but the spirits, always rum, of officer. "The Shannon was the best-drilled good quality. Sailors in those days would and disciplined ship affoat; the Chesapeake

hia?"
"I would have gone into that harbor and

"Hem! Slightly inconsistent," murmured the lieutenant. "And what would you have done if you had been in Capt. Green's place at Bahia?"

"I would have done exactly as Green did.
The Bonne Citoyenne was laden with specie
for the payment of British troops and British ships scattered over the world. Green was justified in not taking risks, and as long as he could keep the Hornet stopping there without fighting he subtracted so much from the naval force of the United States and risked nothing for England." "Well, I would not have done as Green did," replied the lieutenant. "I would have landed my specie and gone out and fought."
"To meet the fate of Lawrence?" retorted

the executive.
"Possibly," replied the lieutenant. "Such situations are a lottery in which a man may draw three things—death, victory or a court-martial. As for Lawrence, he sleeps white rosette in front were formed by carewell in his tomb over there in Trinity churchyard by the roaming tides of Broadway. Here's to his memory."

"With all my heart," replied the first lleutenant, "and to a little better judgment

Becomingness is Last Word of Fashion

on the part of his successors."

Becomingness and not conventionality is the prominent feature of the season's millinery. The up-to-date hat must not be commonplace either in shape or trimming. And as an evidence of the getting away from old forms, trimming is now arranged on the right as well as on the traditional left side when a better effect is to be gained in this way. Then there is less freakishness about the new models-brims have not the exaggerated tilt they had last winter, but frame the face in a soft, becoming fashion. Small hats are worn in the morning trimmed with wings, breasts and smart cartwheel rosettes of velvet or riobon, but quills are Pan toques. Dressy afternoon creations are adorned with magnificent ostrich plumes often reaching down to the shoulders, but rather loosely curled, as are all the smar feathers. Roses and bunches of grapes also The hats illustrated are good examples of The hats illustrated are good examples of the milliner's art. The russet brown beaver is very chic with its scarf of ruby chiffon and panache of shaded brown feathers. Equally pretty is the cardinal red velvet model with a brim of corded taffeta and shaded plumes. Charming, too, is the picture hat with a long white ostrich plume drooping over the brim and a chou of pale blue velvet resting on the hair.

Soft felt and beaver hats trimmed with stiff wings, ribbon or velvet bows are most attractive this season, and are to be seen both in light and dark colors-color, by the way, playing an all-important part in this season's millinery. The stiff, bright-colored wings might puzzle an ornithologist to decide to what manner of bird they belonged, but Dame Fashion does not hold to the belief that nature unadorned is always the most desirable, and the aid of bright colors furnished by the dyer's art often produces a more satisfactory colored plumage than the original. There are not many hats with trimmings of the same color, a twist of velvet in some sharp contrast and a large bow at the side, if bright wings are not used, being thought very smart. Both velvet and ribbon bows play an all-impor-tant part in trimmings, and it is marvelous how many different effects are secured by the clever arrangement of rosette, cockade or a mass of stiff bows piled one on top of

In larger shapes velvet hats are to be seen made over both stiff and soft foundations. Many of the brims are turned down in the mushroom effect, as it is called, but this is not to be rashly recommended, as the shape is a very trying one. It is still fashionable to have trimming beneath the brim, and, indeed, there are many hats which appear to have more trimming underneath the brim than on the hat itself. Masses of malines in which are half-hidden sprays and plumes fill in the space between the hat and the hair that even the fashionably full coiffure has failed to do, while often stiff wings or ostrich tips are placed at the side and back under the brim.

Ostrich feathers are more fashionable than ever, and there is no limit to the length that is used. Placed around the crown and drooping down to the shoulders is not considered too exaggerated, and the The conversation drifted a few minutes fullest of feathers are in great demand. and then came to anchor on the subject of There is again a note of the picturesque in The Charitable Physician.

The Charitable Physic

came Bainbridge in the Constitution and Lawrence in the Hornet. The Bonne Citoyenne had a record of having, since her adoption into the British service, captured, in a seven-hour fight La Furieuse, a French frigate of the largest class. She was larger than the Hornet, but was just requal to her in weight of metal, and Lawrence was anxious to meet her.

"The Hornet went into the harbor and the Constitution stayed outside. Then Lawrence sent a challenge to the British captain, Green, to go outside with him and fight, saying that Bainbridge would not interfere. Green replied that, while he was perfectly confident that he could lick the Hornet, yet he doubted if Bainbridge would keep his hands off, and he could not, of course, fight both the Hornet and the Constitution.

"Bainbridge then sent a letter saying that he would pledge his honor not to fire a gun. If it would make Capt, Green feel easier he would agree to sail away out of the same lines as the felt or velvet. In sharp contrast are the talle and lace hats trimmed with fur that are to be worn with the most trimmed with fur that are to be worn with the most trimmed with fur that are to be worn with the most trimmed with fur that are to be worn with the most trimmed with fur that are to be worn with the most trimmed with fur that are to be worn with the most trimmed with fur that are to be worn with the most trimmed with fur that are to be worn with the most trimmed with fur that are to be worn with the most trimmed with fur that are to be worn with the most trimmed with fur that are to be worn with the captured.

The different angles at which the hats are worn are most bewildering, although the carlicatured.

The different angles at which the hats are worn are most bewildering, although the was last spring, to wear the front at the back. All the smaller hare more clearly defined, and it is no longer possible, as it was last spring, to wear the front at the back. All the smaller was last spring, to wear the front at the back and front of the hat are worn are trimmed with fur that are to be worn with theater and reception gowns. Only the most theater and reception gowns. Only the most expensive materials are used in these lace and fur hats, so, as may well be imagined, they cost considerable money; but, at all events, they show what they are and the price demanded is not merely for the individuality of shape and style.

All black hats, fortunately for the economically minded, are to be immensely fashionable and will be worn with all sorts of gowns. With the light theeter gown the

of gowns. With the light theater gown the all-black hat is once again considered smart, and it must be admitted is often more becoming and effective than the colored, although the pale pink, blue and yel-low hats are most charming and dainty. Black hats with colored wings are very smart at the moment, but it is not safe to count on their being so for any length of time. Invariably in the early autumn do these black hats with bright trimmings find favor, and almost invariably as the season advances are they quietly but firmly much. advances are they quietly but firmly push-ed into the background. A favorite model is a most demure stiff black velvet, with low crown and turned-down brim. Around the crown is a wreath of bright roses veiled in black tulle. With this is worn a lace veil, and a quaint, old-fashioned effect is given. In sharp contrast is a soft black velvet toque, with trimmings of bright, fancy wings and bows at the back under the brim, and two red roses, also veiled by tulle—in fact, it is a decided fad to have all bright flowers veiled in this fashion. Great, big artificial birds are worn this winter, and this is good news for the bird lover, who will not permit herself to wear the real article. The artificial bird is just as handsome, and it is said to wear a great deal better. Moreover, its colors are more

alluring, for it can be dyed into delicate shades which just match the gown.

When the question of expense does not enter into the choice of a winter's outfit there must needs be a hat to match every gown, but it is quite possible for a woman to get along and look smart also with two hats—one on the simple, rather severe order for every-day wear, and one more elaborate for afternoon. Theater hats are another proposition, it being considered obligatory to wear hats, and these on the p!cture order, if occupying a box. In the ordinary orchestra or balcony seats no hats are allowed, so the term theater hat is somewhat ambiguous. The so-called theater hat is ambiguous. The so-called theater hat is a most elaborate affair, and is in truth the same that is worn for dining or supping at

A charming French millinery creation is a bewitching little turban in light bronze green that is worth copying. In the middle of the front is a knot of dark green, Wedgwood blue and pale cream-colored velvet, held by a handsome enameled buckle, which, without exaggeration, displays all the tones of green imaginable. On each side of the hat there is a long wing formed by many slender, drooping feathers re-sembling pheasant plumage and running through vivid colorings of green, blue and brown so artistically that by no stretch of the imagination could the effect be declared garish.

A new way to wear a motor vell is to shirr it over an elastic that will just fit around the hat crown and have the veil just wide enough to slip over the hat brim and seamed to half depth at the back, says Paris. Below the seam end each side it is hemmed, and when in place the corners are tied in a wee bowknot at the nape of the neck. The result, a dustproof girl, ex-

Positively a new use has been found for the American flag. A woman in her travels by trolley the other day had the pleasure of occupying the same seat with a girl who wore a marvelous hat. At first glance it looked like any other, but on close in-spection it was seen that the red and white ful arrangement of the stars and stripes.

FALL RESORTS. 4 lines, 1t., 60c. St, \$1.20. 1 wk., \$2.52. 1 mo., \$7.20 NEW JERSEY.

Atlantic City. HOTEL IROQUOIS. Ocean end So. Carolina ave. Capacity, 400. Spe-lal rates, \$10 up weekly. Open all year. Booklet. W. F. SHAW, Prop'r. D. A. RAHTER, Mgr. no9-30t,5

SEASIDE HOUSE, Atlantic City. N. J. Best location on the octor. Complete. Modern.

F. P. Cook & Son.

HOTEL DENNIS. ATLANTIC CITY, N. J. Open throughout the year.

Over \$300,000 expended in improvements and additions since last season. One hundred private baths, both sea and fresh water.

WALTER J. BUZBY.

oc24-26t.eSu.10 Owner and Proprietor.

Chalfonte. THE LEEDS COMPANY.

oc16-tu,th,sa-tf,6

HOTEL JACKSON FIREPROOF. Virginia Ave. and Beach.

Special fail rates. \$12.50 per week up. \$2.50 per day up. American plan. Refurnished throughout. Finest cafe in the city. oc!-001.10 JOHN CRUSE. THE PENNHURST. Ocean end Michigan ave. Rooms en suite, with baths; long distance 'phones in rooms; elevator to street. Special fall and winter rates. WM. R. HOOD.

The Fredonia, Tenn. ave. and Beach. year. Steam heat, excellent table. Special winter rates. G. W. CARMANY. GALEN HALL.

HOTEL AND SANATORIUM.

Atlantic City. One of the newest stone, brick and steel buildings, with every comfort. Always open, always ready, always busy. au20 30:-10 THE ST. CHARLES. Most select location on the Ocean Front. Atlantic City, N. J.

Distinctive for its elegance, exclusiveness, high-class patronage and liberal management. Sea water in all baths. Booklet, rzies, reservations, etc., apply to Washington representative, H. RALPH BURTON, Bond building. 'Phone Main 2700. se17-60t,10 NEWLIN HAINES. Hotel Traymore, ATLANTIC Overlooking the ocean.

TRAYMORE HOTEL CO...

CHAS, O. MARQUETTE, D. S. WHITE, ocltode3linc Manager.

President.

Hotel Rudolf, Directly on the beach. can and European plans. Sea-water baths; private 'phones; orchestra. chas. R. Myrrs, Owner. POTOMAC RIVER BOATS. Hnes, 1t., 60c. St. \$1.20. 1 wk., \$2.52. 1 mo., \$7.20. WASHINGTON & POTOMAC STEAMBOAT CO.

(Randall Line).

STEAMERS FOR POTOMAC RIVER LANDINGS.

Str. Harry Randall. Monday and Wednesday at 4 p.m., and Saturday, 7 a.m., for river landings to Wicomico river and Nomini creek landings; Lower Machodoc creek Wednesday only. Returning, steamer arrives in Washington Wednesday and Friday mornings and Sunday afternoons.

Steamer Wakefield, Sunday, Tuesday and Thursday at 7 a.m., for river landings, including Fort Tobacco creek, Maddox creek and the Wicomico river to Chaptico. Beturning, arrives in Washington Monday, Wednesday and Friday afternoons.

Steamer for Glymont and Intermediate landings at 9 a.m. daily except Sunday; returning about
THE STEAMERS OF THE MARVIAND, DELA-WASHINGTON & POTOMAC STEAMBOAT CO.

Nov. 1, will make three tries weekly between Washington and Baltimore. The presenger accommodations are unsurpassed by any on the Chesapeake bay or tributaries. They are electrically lighted and the cuisine is perfect. This is the most delightful trip out of Washington or Baltimore, giving the passengers the beneat of the salt air on the Chesapeake bay and Potomac river. Leaving Washington every Sunday. Tuesday and Thursday at 4 p.m. Leave Baltimore every Tuesday, Thursday and Saturday at 5 p.m. Time of trip about 36 hours.

Eare, \$2.90. State rooms, \$1.50. Meais, 50c. each. each.
State rooms and further information, apriv to
STEPHENSON & BRO., Agents,
Telephone Main 745.
Thist. Wharf.
T. MURDOCH, Gen. Page. Agt., Baltimore, Md.
celf-tf,25

STEAMSHIPS.

AMAICA Pennsylvania The United Fruit Co.'s Steamship Lines OFFER THREE SPECIAL TRIPS.

Duration, 19 Days. \$85 to \$100.

including all necessary expenses.

Lv. Boston, Dec. 12-19-28. Rate \$100.

Lv. Phila., Dec. 13-20-27. Rate 100.

Lv. Balto., Dec. 12-19. Rate 85.

REGULAR SERVICE WEEKLY.

ROUND TRIP FROM WASHINGTON.

\$75.00. ONE WAY, \$40.00, including peaks and statement borth. passenger Deput ment.

Boston, Philadelphia, Baltimore, or Local Ticket Agent.

108-th,s&tu-391-28

OCEAN TRAVEL.

FRENCH LINE. COMPAGNIE GENERALE TRANSATLANTIQUE.

Direct Line to Havre—Paris (Prance).

Sailing every Thursday at 10 a.m.

From Pier No. 42, North River, foot Morton st., N.Y.

\*La Touraine... Nov. 18 \*La Provence... Nov. 29

\*La Savoie... Nov. 23 \*La Lorraine... Dec. 6

La Gascogne... Nov. 24 \*La Touraine... Dec. 13

\*Twin-screw steamers.

GEORGE W. MOSS,

1411 G ST. N.W.

AMERICAN LINE PLYMOUTH—CHERBOURG—SOUTHAMPTON. PHILADELPHIA—QUEENSTOWN—LIVERI'OOL. A'LANTIC TRANSPORT LINE. NEW YORK-LONDON DIRECT. RED STAR LINE. NEW YORK-ANTWERP (PARIS). WHITE STAR LINE. REW YORK-QUEENSTOWN-LIVERPOOL. BOSTON-QUEENSTOWN-LIVERPOOL. THE MEDITERRANEAN AZORES 

Hamburg-American Line. Twin-Screw Passenger Service.

PLYMOUTH—CHERBOURG—HAMBURG.

†Pennsylvania. Nov. 17: \*Batavia. Nov. 24
Amerika. Nov. 22 †Patricia. Dec. 1
\*To Hamburg direct. †Omits Cherbourg. Mediterranean Service.

Eight Days to Italy BY THE GREAT FLYER DEUTSCHLAND FROM NEW YORK FEB. 4, 1907.

DURING JAN., FEB. AND MARCH. Special Cruises to the Mediterracean and the ORIENT ALSO TO Jamaica AND West Indies TOURIST BUREAU. R. R. Tickets, hotel accommodations and general information about foreign travel.

Travelers' Checks, Good All Over the World, HAMBURG-AMERICAN LINE, 37 B'WAY, N. Y. E. F. DEOOP & SONS, 925 Pa. ave. se20-sa, m, w, f, tf

Delightful Sea Trips the Year Round

Southern Pacific Passenger Steamships Between

New York and New Orleans Weekly Service From Both Ports. THE IDEAL TRIP SUMMER and WINTER, SPEED-COMFORT-SAFETY. Connecting at NEW ORLEANS with Rail Lines For All Points in LOUISIANA, TEXAS, NEW AND OLD MEXICO, ARIZONA, CALIFORNIA.

Baltimore and Hanover Sts., Baltimore. 632 Chestnut St., Philadelphia.

NORTH GERMAN LŁOYD. Fast Express Service. PAST EXPIESS SCIVICE,
PLYMOUTH—CHERBOURG—BREMEN.
K.Wm. II. Nov. 20, 9 am Kronprinz. Jan. 22
Kalser. Dec. 4, 10 am K. Wm. II. Feb. 12
Kronprinz. Dec. 15, 2 pm Kronprinz. Feb. 28
K. Wm. II. Jan. 8 Kalser. Mar. 5
Twin-Screw Passenger Service.

BREMEN DIRECT.
Bremen. Nov. 13, 10 am York... Dec. 18, 10 am Friedrich. Nov. 22, 10 am Friedrich. Dec. 27, 10 am Main... Jan. 3 Bhein. Dec. 11, 10 am Main... Jan. 10 Mediterranean Service. Mediterranean Service.

GBRALTAR-NAPLES-GENOA.
P. Irene...Dec. 1, 11 am | †Kaiser..Jan. 26, 11 am | K. Luise..Dec. 8, 11 am | \*Neckar..Feb. 2, 11 am | K. Albert..Jan. 12, 11 am | K. Luise..Feb. 9, 11 am | †Mediter..Jan. 19, 11 am | K. Luise..Feb. 9, 11 am | †Mediter..Jan. 19, 11 am | K. Albert..Feb. 23, 11 am | †Mediter..Jan. 19, 11 am | K. Albert..Feb. 23, 11 am | †Mediter..Jan. 19, 11 am | K. Albert..Feb. 23, 11 am | †Mediter..Jan. 19, 11 am | \*Mediter..Jan. 19, 11 am | \*Me

CUNARD LINE. FROM PIERS 51-52, NORTH RIVER. TO LIVERPOOL, VIA QUEENSTOWN.

Carmania...Nov. 17, 6 am Campania..Dec. 8, 10 am Lucania...Nov. 24, noon Pannonia..Dec. 14, 1 pm Caronia...Dec. 1, 6 am Etruria...Dec. 15, 2 pm GIBRALTAR, NAPLES, ADRIATIC.
New Modern Twin-screw Steamers.
CARPATHIA. Nov. 27, 2 p.m.; Mar. 28, May 14
SLAVONIA. Dec. 4, 10 a.m.; Apr. 9, May 28
CARONIA. Jan. 5, Feb. 12
PANNONIA. Mar. 12, Apr. 30

RAILROADS.

Baltimore and Ohio R. R.

Baltimore and Ohio R. R.

LEAVE STATION, New Jersey ave. and C st.

ROYAL BLUE LINE

"EVERY OTHER HOUR ON THE ODD HOUR"

TO PHILADELPHIA AND NEW YORK.

KEW TERMINAL, 23D ST., NEW YORK.

\*1.00 a.m. Diner, Pullman Parlor.

\*1.00 a.m. Diner and Pullman Parlor Car.

\*11.00 a.m. Diner and Pullman Parlor Car.

\*11.00 p.m. Diner and Pullman Parlor Car.

\*100 p.m. Diner and Pullman Parlor Car.

\*2.00 p.m. Coaches to Philadelphia.

\*5.00 p.m. Coaches to Philadelphia.

\*5.00 p.m. Diner and Pullman Parlor.

\*2.57 a.m. Sleepers.

ATLANTIC CITY, \*2.57, \*7.00, \*2.00, \*11.00 a.m.,

\*1.00, \*3.60, †5.00 p.m.

"EVERY HOUR ON THE HOUR"

(Week days, 2.57, 5.00, 6.30, 7.00, 7.20, 8.00, 4.30, 9.00, 9.30, 10.00, 11.00 a.m., 12.00 noon, 12.05, 1.00, 2.00, 3.00, 4.00, 4.45, 5.00, 5.05, 5.00, 5.30, 5.00, 6.30, 7.00, 8.00, 10.00, 10.35, 11.35 p.m.

Sundays, 2.57, 7.00, 7.20, 8.30, 3.00, 10.00, 11.00 a.m., 1.00, 1.15, 3.00, 3.30, 5.00, 6.30, 6.30, 6.30, 5.00, 10.00, 10.35, 11.30, 11.35 p.m.

CHICAGO & NORTHWEST, \*11.00 a.m., \*5.30 p.m.,

CHICAGO & NORTHWEST, \*11.00 a.m.,

CHICAGO & NORTHWEST, \*11.00 a.m.,

CHICAGO &

p.m. CINCINNATI. ST. LOUIS and LOUISFILLE.

\*16.05 a.m.. \*4.05 p.m.. \*12.45 night.

PITTSBURG, \*11.00 a.m., \*9.10 p.m.. \*12.40 ngt.

CLEVELAND. \*9.10 p.m. COLUMBUS, \*5.30 p.m.

WHEELING, \*10.05 a.m., \*5.30 p.m.

WINCHESTER. 8.35 a.m., \*4.05, \*4.00 p.m.

ANNAPOLIS, week days. 8.00 a.m., 12.05 noon.

4.45 and 6.00 p.m. Sundays, 8.30 a.m. and 5.50

4.45 and 6.00 p.m. Sundays, 8.30 a.m. and 5.39 p.m.

LURAY AND ELKTON, 4.05 p.m.

FREDERICK, 48.35, \$9.15, \$10.05, \$11.00 a.m., \$1.15, \$4.05, \$45.30 p.m.

HAGERSTOWN, \$10.05 a.m. and \$5.00 p.m.

BOYD and way points, \$8.35, \$6.15 a.m., \$1.15, \$5.00, \$5.35, \$10.10, \$11.30 p.m.

GAITHERSBURG and way points, \$8.35, \$9.15 a.m., \$1.15, \$10.15, \$11.50 p.m.

WASHINGTON JUNCTION and way points, \$5.35, \$10.15, \$11.50 p.m.

WASHINGTON JUNCTION and way points, \$5.35, \$10.15, \$11.5, \$5.00, \$5.30 p.m.

\*Dally. \$Except Sunday. \$Sunday only. Reservation of Sleeping or Parior Car space, rates of fare, etc., will be quickly furnished BY TILLEPHONE at all of the following Ticket Offices: 1417 G st. n.w., Telephone Main 1591; \$19.00 p.m. \$10.00 p.m

ATLANTIC COAST LINE Jacksonville.

3:45 p.m. daily—Sleeping Car New York to Jacksonville, Fla.; New York to Port Tamps, Fla., via Jacksonville; New York to Augusta, Ga.; New York to Charleston, S. C.; Washington, D. C., ta Wilmington, N. C. Through coaches Washington to Jacksonville. UNEXCELLED DINING CAR SERVICE.

For tickets, and all information apply at the SERVICE.
For tickets and all information apply at the OFFICE OF THE LINE, 601 PENNSYLVANIA AVENUE NORTHWEST, AND PENNSYLVANIA RAILROAD STATION.
GEO. P. JAMES,
District Paumenger Agent, Washington, D. G.
T. C. WHITE, Gen. Pass. Agent. W. J. CRAIG. Page. Traile Mgr., Wilmington, M. C.

RAILROADS.

BAILBOAD Station Corner 6th and B Streets.

7.50 A.M. daily. PITTSBURGH EXPRESS AND CHICAGO SPECIAL -Parlor and Dining Cars Harrisburg to Pittsburgh. Connects for Chicago, Cincinnati, Indianapolis, Louisville and St. Louis. Buffet Parlor Car to Harrisburg. 10.50 A.M. daily. MAIN LINE EXPRESS.-Pall-

man Buffet Parlor Car to Harrisburg. Parlor Car Harrisburg to Pittsburgh. Pennsylvania Railroad Dining Car Harrisburg to Altoons. 12.01 P.M. daily. THE PENNSYLVANIA LIM-ITED.-Pullman Sleeping. Dining. Smoking and Observation Cars from Harrisburg. For Chicago, Cleveland, Toledo, Detroit, Cincinnati, Indianapolis and St. Louis. Buffet Parlor Car to Harris-

burg. 2.00 P.M. dally. ST. LOUIS LIMITED .- Sleeping, Dining, Smoking and Observation Cars from Harrieburg. For Indianapolis, Louisville and St. Louis. Buffet Parlor Car to Harrisburg. 8.40 P.M. daily. PENNSYLVANIA SPECIAL (18

bours to Chicago) .- Pullman Sleeping, Dining,

Smoking and Observation Cars from Harrisburg to Chicago. Sleeping car to Harrisburg. 8.46 P.M. daily. CHICAGO AND ST. LOUIS RX. PRESS .- Sleeping Cars Washington to St. Louis. Sleeping and Dining Cars Harrisburg to Chicago, Indianapolis, St. Louis and Nashville (via Cincinnati and Louisville). Sleeping Car to Hacris

burg. 5.40 P.M. daily. CHICAGO LIMITED .-- Sleeping Car Washington to Chicago and Cleveland. Fennsylvania Railroad Cafe Car Baltimore to Harrisburg. Sleeping, Smoking, Dining and Observation Cars from Harrisburg. For Chicago and Cleveland.

7.15 P.M. daily. ST. LOUIS EXPRESS .- Pollman Sleeping Car Harrisburg to St. Louis and Cincinnati. 7.40 P.M. dally. WESTERN EXPRESS .- Pullman

Sleeping Car to Pittsburgh and Chicago, Dining Car to Chicago. 7.40 P.M. daily. CLEVELAND AND CINCINNATI EXPRESS .- Pullman Sleeping Cars Washington to Harrisburg and Harrisburg to Cleveland,

Barberton and Cincinnati. Dining Car. 10.40 P.M. daily. PITTSBURGH SPECIAL. Pullman Sleeping Car to Pittsburgh. Dining Car Altoons to Pittsburgh. 10.40 P.M. daug. PACIFIC EXPRESS .- Pallman Sleeping Car to Harrisburg and Harrisburg to

Pittsbargh. Connects for Cleveland and Toledo. 7.56 A.M. daily. BUFFALO DAY EXPRESS. with through Buffet Parlor Car and Conches to Buffalo, via Emporlum Junction. 7.50 A.M. for Erie daily, Canandaigua, Rochester and Magara Falls dally, except Sunday. 10.50 A.M. for Renovo daily, and Elpoirs week-

with through Sleeping Car and Coaches to Buffalo, vis Emporium Junction. 1.40 P.M. daily for Erie, Bochester, Buffalo and Niagara Falls, with Sleeping Car Washington to Rochester.

7.15 P.M. daily. BUFFALO NIGHT EXPRESS.

days. For Williamsport daily, 3.40 P.M.

10.40 P.M. dally for Erfe, Canandaigua, Bochestet, Buffalo and Nisgara Falls.

For Philadelphia, New York and the East.

6.00 P.M. "CONGRESSIONAL LIMITED," for New York only, daily. All Parlor Cars. Dining Car. Express, 6.55, 8.50, \$10.00 (New York only) and \$11.00 A.M., \$12.35, \$3.00, \$4.45, 6.50 and 10.00 P.M., 12.30 night. On Sundays, \$8.50, \$11,00

12.30 night. For Philadelphia only, Express, 7.40, 19.00 A.M., 12.01 P.M. week-days; 2.00, 3.15, 4.00, ;5.35 and 5.40 P.M. daily; 6.55 A.M. Sundays.

For Boston, without change, 7.40 A.M. week-days and \$5.35 P.M. daily. For Baltimore, 5.00, 6.15, 6.55, 7.40, 7.50, 8.50, 10.00, 10.56, 11.00 A.M., 12.01, 12.35, 1.13, 2.00, 3.00, 3.15, 3.40, 4.00 (4.00 Limited), 4.20, 4.45, 4.48, 5.35, 5.40, 6.10, 6.50, 7.15, 7.40, 10.00, 10.40, 11.35 P.M., and 12.30 night week-days. On Sundays, 6.55, 7.50, 8.50, 9.20, 10.50, 11.00 A.M., 12.01, 1.15, 2.00, 3.00, 3.15, 3.40, 4.00 (4.00 Limited), 4.20, 4.45, 5.35, 5.40, 6.10, 6.50, 7.15, 7.40, 10.00 10.40 P.M., and 12.30 night.

P.M. week-days. Sundays, 8.50 A.M. and 5.40 P.M. For Pope's Creek Line, 7.50 A.M. and 4.43 P.M. week-days; 9.20 A.M. Sundays. Ticket offices corner Fifteenth and G streets and at the station, Sixth and B streets, where orders can be left for the checking of baggage to destination from hotels and residences.

For Annapolis, 7.40 A.M., 12.35, 4.20 and 5.40

Telephone call "Main 3730" for Pennsylvania Railroad Cab Service. W. W. ATTERBURY, J. R. WOOD,
General Manager. Pass'r Traffic Manager.

GEO. W. BOYD, General Passenger Agent.

SOUTHERN RAILWAY. N. B. Following schedule figures published only as information, and are not guaranteed.

7:85 a.m. Daily. Local for Harrisonburg, Warrenton, Danville and way stations.

10:51 a.m. Daily. Washington and Florida Limited. Through coaches and sleepers to Columbia, Savannah and Jacksonville. Dining car service.

11:15 a.m. Daily. United States Fast Mail. First-class coaches and sleeper to New Orienas. Dining car service.

4:01 p.m. Week Daya. Local for Harrisonburg and way stations on Mannassas branch.

4:55 p.m. Daily. Local for Warrenton, Charlottesville and intermediate stations.

7:30 p.m. Daily. New York and Atlanta Express. First-class coach to Atlanta, sleeper to Columbia, Ga.; Sunset tourist sleeper Washington to San Francisco Mondays, Wednesdays and Fridays.

9:50 p.m. Daily. New York and Florida Express. Through coaches and sleepers to Columbia, Savannah and Jacksonville. Sleepers to Augusta and Port Tampa. Dining car service.

10:00 p.m. Daily. New York and Memphis Limited (via Lynchburg). First-class coach and sleepers to Roanoke. Knoxville, Chattanooga and Memphis aleeper to Bira cham and New Orleans. Dining car service.

10:45 p.m. Daily. Washington and Southwestern

car service,
10:45 p.m. Daily. Washington and Southwestern
Limited. All Pullman train; observation car to
Atlanta and Macon; ciub car to Atlanta. sleepers
to Nashville. Atlanta. Macon, Birmingbam and
New Orleans. Dining car service,
TRAINS ON BLUEMONT BRANCH.
Tears. Washington S:10 a.m., 1:30, 4:45, 5:05 TRAINS ON BLUEMONT BRANCH.
Leave Washington 8:10 a.m., 1:30, 4:45, 5:05
p.m. week days for Bluemont; 6:28 p.m. week
days for Leesburg only. On Sunday leave Washington 9:10 a.m., 5:05 p.m., for Bluemont.
Through trains from the south arrive Washington
6:42, 6:52, 5:50, 11:05 a.m., 3:00, 9:30 and 9:50
p.m. daily. Harrisonburg, 11 %5 a.m., weet days
and 9:20 p.m. daily. From Charlottesville 8:10
a.m.; from Lynchburg and Charlottesville 9:20
p.m. daily.
Ticket offices, 795 15th st., 511 Pa. ave. and
Pennsylvania Station.
H. B. SPENCER, G.M. S. H. EARDWICK, P.T.M.
W. H. TAYLOE, G. P. A. L. S. BROWN, G. A.

Chesapeake & Ohio Ry.

SCHEDULE IN EFFECT JULY 1. 1906.

) P.M.—OLD DOMINION EXPRESS. daily.—
Steps at principal points in Virginia and West
Virginia, Vestibule train; standard coaches,
parlor cars to Virginia Hot Springs and Ronesverte. Pullman sleepers Hinton to Louisville,
Cincinnati, Indianapolis, St. Louis and Chicago; Cincinnati, Indianapolis, St. Louis and Chicago: dining cars, a la carte service.

4:80 P.M.—NEW C. & O. LIMITED, daily.—Fast new vestibule train; stops only at Gordons-ville, Charlottesville. Staunton, Cliften Forga and Covington, Va.; White Sulphur. Ronceverte and Hinton, W. Va.: Pullman sleepers to Lexington, Louisville, Cincinnati, Indianapolis, St. Louis and Chicago. Dining cars, a la carte service. One night out.

11:10 P.M.—F. F. V. LIMITED, daily.—Solid vestibule train, Pullman sleepers to Chacinnati, Lexington and Louisville. Compartment sleeping car to Virginia Hot Springs weekdays, Dining cars, a la carte service. Sleepers Cincinnati to Chicago and St. Louis and Louisville to Memphis, Nashville and southwest.

mices, 513 Pennsylvania avenue; 600 14th street, sear F. and Sixth Street Starlou, Telephons Main 1730 for Pennsylvania R. R. and Service, and Main 1866 for C. & O. Teket Office. Seaboard Air Line Railway

For Petersburg, Raielgh, Wilmington, Columbia, Eavannah, Jacksonville, Tampa, Atlanta, Birmingham, Mobile, Pensacola and New Orleana.

10:00 A.M. DAILY - Seaboard Mail - Through Pullman Sleeper to Jacksonville, Fia.; also through Sleeper Washington to Birmingham, Ala. Cafe D'aling Car Washington to Hamlet, N. C.

6:25 P.M. DAILY-Seaboard Express—Solid train to Jacksonville and Tumpa, with Pullman Sleepera. Through Sleeper to Atlanta, Birmingham and Memahis. Cafe Dining Car.